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Secretary Baker's Speech Goes Free

Through the Mails.

A speech by Newton D. Baker, Secretary of War, is scheduled for delivery to-day at the Ohio Democratic State Convention in Columbus. A copy of the speech has come to this newspaper. As the speech is not released by Mr. Baker for publication until tomorrow nothing shall be said now of its contents. What we have to say to-day relates to the manner in which the mimeographed copy of the address reached THE SUN and THE NEW YORK HERALD.

The speech arrived in an envelope which carried in its northwest corner the legend: "War Department—Office of the Secretary, Washington—Official Business." In the northeast corner, under the Washington postmark, we find the familiar warning: "Penalty for Private Use to Avoid Payment of Postage, \$300." There is not a postage stamp, or a vestige of one, on the envelope.

It is hardly necessary to say that when Government employees make speeches at party conventions they are not engaged on Government work. They may be speaking for an Administration, but certainly they are not on official business. After the chaplain has finished his invocation convention speeches are partisan.

There is no excuse for Newton D. Baker sending out an Ohio State political speech under Government frank that there would be in his sending a pot of pansies under that frank to every pacifist who has admired him. If it was not Mr. Baker himself but some underling who sought to save the Secretary of War the 16 cents which first class postage on each copy of the speech would cost them Mr. Baker should get after the economical subordinate.

There was a lot of smiling a few weeks ago when persons received, under the frank of the Secretary of the Navy, copies of the speech which Mrs. Joseph Daniels had prepared for delivery at the International Woman Suffrage Conference at Geneva, Switzerland. But to us this seems to have been no plainer a violation of the postal law than has been committed by the Secretary of War or in his name.

The abuse of the franking privilege has been a scandal in Washington for many years. Usually, however, members of Congress stay within the law by causing their political speeches to be printed in the Congressional Record before they send them out by the ton to break the backs of the mail carriers and increase the Government's bill to the railroads. But can a backwoods Representative be expected to reform when the sweetest idealist in the Cabinet sets such a bad example?

Let the Police Arrest Nasty Automobile Drivers.

There is a city ordinance which provides penalties for those who make unnecessary noises in the streets. It is a valid enactment of the municipal lawmakers and has been upheld in the courts.

This ordinance is not enforced as it should be and the authorities appear to become more tolerant of violations of its terms as time passes.

Since the introduction of motor vehicles, necessarily equipped with signal apparatus to warn of their approach, there seems to have been bred in the minds of drivers and police alike a notion that this ordinance does not apply to automobiles.

There is no exemption from its terms for such vehicles, however. The motorist, whether he drives a light runabout or a ten ton truck, is not immune from prosecution if he uses bell or horn or siren in a way unnecessarily to disturb others.

number is sufficiently large to produce a nuisance which should be abated. To state it the police courts need no new authority. There is ample law, as we have said. All that is necessary is that good natured tolerance of an evil practice be superseded by firm enforcement of the ordinance, not in the interest of a few hypersensitive individuals but for the benefit of all the people of the city.

New York City's Population.

When the Federal Census Bureau announced on June 5 that its preliminary compilation of the count in New York City gave a population of 5,021,151, against the Health Department's estimate of 6,141,445, this newspaper accepted the Washington figures as approximately correct and explained why to observant and thoughtful persons the reported loss of 47,439 in Manhattan's inhabitants since 1910 seemed to be justified by facts of common knowledge. There were others, however, who could not bear to believe the city had fewer than 6,000,000 people or that Manhattan had lost population.

Because of the disappointment of these persons a check on the Federal count was undertaken by a body styled the New York City 1920 Census Committee, and its principal findings have now been made public. With the best will in the world to sustain those who thought Uncle Sam had done an injustice to Father Knickerbocker the committee could not find errors of omission or commission which would sustain the charge that the Federal nose counters had overlooked a sufficient number of New Yorkers to form a prohibition mass meeting. The check figures give a few more residents in the districts covered than the census figures gave, but this is not significant.

Most of the dissatisfaction expressed over the Federal census figures was thoughtless and based on nothing more substantial than the opinion that New York City being enormous must increase in size in unprecedented proportion or lose some valuable portion of its reputation and influence. This is not the case, and a city of 5,021,151 is large enough to justify the display of all the civic pride the most ardent New Yorker is capable of generating.

Workers and Wasters Coming to a Showdown.

In the Pennsylvania Railroad situation recently announced, where on the Eastern operating division some 12,000 more men had been carried on the payrolls than were needed, there is a deeper and graver question than what a similar wastage of labor and wages might mean to all the parts of that great railway service. It is deeper and graver than what it might mean to the whole vast American transportation system. It is an economic blight which goes down to the country's very grass roots.

Twelve thousand useless openers of pay envelopes on this particular railroad division might indicate scores of thousands on all this company's payrolls. Scores of thousands on the divisions might indicate two hundred thousand or three hundred thousand on all the payrolls of all the roads on the wide railway map of the United States. And this might mark three hundred and fifty millions of dollars, a year of the public's money burned up right there—the public's money because the public pays the bills.

But, at that, such wage squander can work and does work still worse havoc with the public's pocket and the public's welfare; for while thus riding the railway purse it otherwise robs the national belly.

Three hundred thousand able bodied men, or two hundred thousand, or any number you please, merely going through the motions of distributing a shortage of production among consumers means that by exactly that number is the natural producing power of the country diverted to nothing at all. It means that while the cost to the public of the distribution itself rises and rises, because of the slackers and wasters on railway payrolls, at the same time the falling production extorts, by reason of shrinking supply to meet the demand, a higher and higher price for the public to pay for the food on its table, the coat on its back and the roof over its head. It means that the public's cost of living is thus doubly multiplied by one and the same slacker and waster.

On the other hand, every thousand units of able bodied labor returned to the elemental and essential production from the secondary and incidental distribution means that the public's back-bending burden is correspondingly lightened. As tens of thousands of useless workers on the railroads drop off the overloaded payrolls of distribution the public's freight bills come down or at least, as the traffic grows, do not go up. As those tens of thousands return to the essential production of the national supply of bread, of meat, of clothing, of all necessities of life, rises and the public's cost of living falls.

What is true of the secondary and incidental distribution in its double relationship to the elemental and essential production is true in every field of work or pretended work.

The prime step and the imperative need is to create the thing without which man cannot be happy, cannot be comfortable, cannot live. But under the present conditions of abnormal social ferment and false political creed the drift is away from the steady endeavor of constructive production to the wild scramble of destructive wastage.

Thoughtful men and those who love their country and their fellows have foreseen the consequences this many a day and have discussed the problem privately. The public leaders of good timber now come to face it, debate it and fight it with sense, candor and courage. Having a Republican nominee for President, does Coolidge, on the ticket with him for Vice-President, does, Doubtless Cox will. Men who have the right to aim to be Governors of States will. And Senators and Representatives who are to survive. So much the worse for any public leader who dare not. It is a national crisis which will not be masked. It is an American issue which will not be denied.

The hewer of wood and the drawer of water, the farmer and those next to the farmer are not going to stand for the half workers and the no workers that demand and would take, whether through the brute strength of organized appetite or whatever measure, more and more of their unworthy share of what the 100 per cent. workers dig, do—and give. They are coming to the showdown.

Mexico's Need for Banks.

Among the numerous reforms in Mexico promised by the De la Huerta Government is the restoration of the republic's banking system. No incident of the rehabilitation programme will be of more interest to American business men than this one. For almost ten years Mexico has been without normal banking facilities. In the Diaz régime banks were established which played a notable part in the development of Mexican business and industry. The banking law of 1907, with subsequent amendments, afforded, in spite of certain defects, ample protection to all legitimate forms of banking. By 1910 every important town in Mexico was served by one or more chartered banks, and there were also a number of strong private institutions, some of which were owned by Mexicans and some by foreigners.

The first unwise interference with the banks came during the rule of VICTORIANO HUERTA; the Carranza Government completed the work of destruction. By a series of unprecedented measures the banking structure so carefully built up by DIAZ and his Minister of Finance, LIXARROURA, was leveled to the ground. Since 1917 Mexico has had no banks in the real sense of the word. A few private institutions have carried on limited operations, but almost exclusively in foreign exchange.

Trade between the United States and Mexico has been gravely handicapped by the collapse of Mexican banking facilities. The making of collections, the gathering of credit information, loan and discount operations and other familiar banking functions have practically disappeared. Mexican firms have suffered most in the enforced adoption of primitive business conditions.

The De la Huerta Government announces its desire and intention to do justice to the banks and their shareholders. Mexico's old banking law undoubtedly needs revision. New types of credit institutions should be authorized for the benefit of the population. Additional safeguards should be thrown around the operations of the commercial banks. But the reopening of these institutions should not be delayed until a full fledged banking system can be evolved. Those sound banks which retain the public confidence should be allowed to resume business with as little delay as possible. The immediate revival of these indispensable aids to commerce and industry will do much to inspire confidence in the sanity and capacity of Mexico's new leaders.

From a Woman With the True American Spirit.

The letter we print herewith is so wholesome in spirit and so sensible in content that it is worth careful reading by everybody who has been moved to anger or to despondency by the troubles of the times:

"My husband works for the Government. His salary has not been raised in over two years. In that time our rent has been raised three times. The cost of food, clothing and other commodities has increased at a terrific rate.

"At first I became frightened, then I decided to adopt the slogan 'Do without'.

"It is perfectly surprising how fine it works.

"For instance, we used to go to the movies twice a week; now we go once every two weeks—perhaps not that.

"Meat we have done almost entirely without.

"I plan and prepare all sorts of nice dishes to take the place of meat.

"I used to give flat work to the laundry; now I do it myself and enjoy it.

"This summer I cut out white shoes and stockings completely.

"I figure I am about \$15 on that item alone.

"Let every one adopt the slogan 'Do without' and see the prices come tumbling down.

J. B. S.
[Brooklyn, August 16.]

The good sense of this lady is revealed in her cheerful acceptance of facts and prompt resort to practicable means for adjusting her life to the conditions imposed upon it by circumstances beyond her control. She might have done as some less intelligent persons have done and devoted all her time and energy to whining over the injustices of the world. Had she

adopted this course she would have made herself, her husband and her acquaintances unhappy. Her lamentations for what she could not have would have been swallowed up whatever satisfaction she might otherwise have been able to derive from what she could have. When a slow moving Government refused to provide for its own workers adequately, J. B. S. had an opportunity to descend into the pits of gloom and there to nurse a grudge which would have embittered her days and those of everybody who came into contact with her.

But "J. B. S." did not indulge in the dissipation of despondency. Instead she looked the facts in the face, and without trying to deceive herself about them she devoted her energies to making the best of the situation in which she found herself. Her wit and courage and resourcefulness she called to the fore. Her physical and mental strength she set at work. She schemed and thought and took measure of the possibilities which lay before her. Her letter proves that she has won a victory over conditions which has greatly increased her own pleasure in living and unquestionably has added to the pleasure of others.

"That the case of 'J. B. S.' is unique nobody will contend for a moment. There are thousands of American homes in which true American adaptability has been displayed and true American grit has been shown in meeting the serious problems posed for all of us by a topsy-turvy world. Unfortunately most of the fine and devoted men and women who, like her, have made the best of a trying situation have kept silent about their shifts and stratagems and the real and enduring gratification they have experienced in winning their fight. The whiners and the despairers have been noisy with their jeremiads. The cowards have bawled their fears from the house-tops for all to hear. But the solid, substantial Americans have been cutting their suits to fit their cloth and have found the process interesting.

We are glad one of these sturdy, independent citizens has been moved to record her experiences, and we know her brief history of a trying period will encourage a great many other good Americans to look within themselves for the means of bettering their lots.

Ships for War Are Ships for Peace.

Sir Frederick Lewis, a leading British shipping authority, bids fair to gain for himself an enviable reputation as a champion not only of national common sense but of international common sense. His straightforward attack on the excess profits tax and his proposal that a fixed tax on profits be substituted won for him the unanimous praise of London finance a few weeks ago because of the clarity with which he demonstrated that the British Government would gain instead of lose revenue by abolishing the excess profits tax.

Not less notable are his remarks in an article in the magazine of the American Chamber of Commerce in London on the future of the American merchant marine. He criticizes the Jones shipping act for what he as an experienced shipping man believes are some of its faults. But he diverges from the common British attitude of deprecating the whole idea of an adequate American merchant marine. To Englishmen who have forgotten it he recalls that the great fleet of steamers now flying the American flag was not built with the idea of wresting shipping supremacy from England. Sir Frederick emphasizes the fact that these ships were built, at the urgent request of England herself, to help the cry for ships and more ships to foil the submarine. It would be futile, he declares, now that the struggle is over, to expect America to scrap the ships or the shipbuilding plants.

That there is room for a large American fleet and as large a British fleet of merchant ships is a point which has been made more than once by this newspaper. Sir Frederick Lewis holds this view and he believes that competition in shipping between two friendly nations will bring health to international trade. As a large shipowner and operator he welcomes such competition, understanding that efficiency or lack of it by a process of elimination will eventually bring both fleets to the proper size to serve the needs of commerce. Nothing is to be gained, he says, by resorting to unseemly methods, but he believes that by opening new trade routes and co-operating in a wholehearted way the two great fleets can do much to hasten the time when Anglo-American interests will lead the world in trade development and reap the fullest advantage through their command of mercantile tonnage.

Such sound reasoning is to be heartily commended by all who approve the doctrine of live and let live. Too much constructive work remains to be accomplished for the two nations capable of doing it to waste their time wrangling over petty jealousies.

The oracle of Yonkers, WILLIAM H. ANDERSON, has come out against Theodore Roosevelt and in favor of Franklin D. Roosevelt, and we fancy Theodore doesn't care who knows it.

The weather man measures the saturation point by degrees; Mr. McGraw by bottles.

The commuters are to pay \$2,000,000 of the increase in railroad fares. The delights of suburban life are becoming increasingly expensive, yet every village in the commuting zone is short of housing.

ROOSEVELT'S WAY.

Antwerp Gives Another Reason for Electing a Republican President.

TO THE SUN AND NEW YORK HERALD: Your paper gives great credit to the United States Consul at Antwerp for having rescued an American sailor after three months imprisonment on a false charge. How long did it take Theodore Roosevelt to cable instructions to some representative on the Morocco coast to get Perdicaris alive or to Ransul dead? But then we had a Republican President. Hadn't we better get another? NEW YORK, AUGUST 16. VOTER.

CRUSOE'S ISLAND.

Internal Evidence That Defoe's Story Was Based on Fact.

TO THE SUN AND NEW YORK HERALD: No story sticks so firmly nor holds so long as one that bears absurdity on its face. The story which makes Juan Fernandez Island the place of Crusoe's exile is not an exception.

If one examines the internal evidence of the story there can be no reasonable doubt that it is a true story and that the real author was some one other than Defoe. In other words, Defoe related the facts that some one else had experienced. No human mind could have conceived such a story out of the imagination. Whether or not Selkirk became acquainted with Defoe does not count. The story of Selkirk's life on Juan Fernandez Island was not the story of Crusoe.

If one will read the chapter in which the wreck is described there will be found all the information concerning the position of the vessel. The vessel was in the region of West Indian hurricanes, as a matter of detail, very near "the circle of the Caribbean Islands." The vessel had weathered the edge of the hurricane but was out of her course and was leaking in a bad way. The master of the vessel took another and a fatal course; he steered his ship back into the danger area of the hurricane, with the result that made Crusoe's story possible.

The position of the vessel, which is minutely described, and the physical geography of the island both show that the island of Crusoe's hermitage was the island of Juan Fernandez. Crusoe's description of the island, his description of the wreck, his description of the vessel, moreover, it cannot apply to Juan Fernandez Island. Nothing but the knowledge which comes with contact only could have given the accurate and intimate description of the island, and this description does not apply in any particular to Juan Fernandez.

On the island of Tobago there is a cave known to this day as Crusoe's cave. There is also the tradition that a Kreutzer, the supercargo of a vessel, was wrecked on the island and spent many years there. The existence of the cave and the tradition may go for what they are worth.

The second part of the story seems to be the work of the imagination. The first part is not. The most severe method of literary analysis cannot detect anything but truth in its fundamental parts. J. W. KIDWAT.

NEW BUSES.

A New Element Added to Dyckman Street's Heavy Traffic.

TO THE SUN AND NEW YORK HERALD: The inauguration of a bus line through Dyckman street for the convenience of persons going to and coming from Interlocking Park, across the Hudson, calls attention to the need of a traffic policeman at the junction of Broadway, Dyckman street and Riverside Drive. On Sunday, Saturday afternoon and holidays this point is one of the most congested in the city.

Up to this year traffic policemen have been stationed at this point, but they have been withdrawn and the duty of regulating traffic turned over to the police in a booth on the corner of Broadway and Dyckman street.

When one considers the necessity of regulating automobile traffic, including buses, going east and west through Dyckman street, automobile and street car traffic going north and south on Broadway and automobile traffic going north and south on Riverside Drive, and in addition keeping a watchful eye on pedestrian traffic it will be realized that the job is a big one for the most efficient policeman on the force.

On a recent Saturday afternoon 572 street cars and automobiles passed north and south on Broadway just north of Dyckman street in one hour. SAFETY.

THE SEAL CENSUS.

Cows Increase on Pribilof Island in the Normal Proportion.

From the Fisheries Service Bulletin. Preliminary telegraphic reports have been received in regard to the annual census of fur seals on the Pribilof Islands, which is again being carried on under the immediate direction of Dr. G. Dallas Hanna. The height of the season here commences on St. Paul Island were completed on July 26. The number of hares on that island this year is 2,542, the number of cubs being 1,978. Corresponding figures for the years 1918 and 1919 are 4,610 and 4,573 hares and 2,245 and 2,135 cubs respectively.

Pending the completion of pup counts and other statistical data general observations of the rookeries indicate a normal increase of cows. The average number of cows per harem for St. Paul Island was about 40, as compared with 26.6 in 1918 and 29.23 in 1919. The present condition has been brought about in large measure by the policy, inaugurated in 1919, of taking for their pelts a considerable number of the surplus large males which had accumulated during the years when the taking of seals was restricted to the food requirements of the natives.

On St. George Island the counts of hares and of cubs were completed July 23. The number of hares was 524; of cubs 385. Corresponding figures for the years 1918 and 1919 are 524 and 385 hares and 199 and 81 cubs respectively.

Telephone reports from the Pribilof Islands show that during the month of July there were secured 98 St. Paul Island 14,154 sealskins and on St. George Island 3,664, a total of 17,818. The take of sealskins for the calendar year 1920 through July 31 is as follows: St. Paul, 19,435; St. George, 5,332; total for both islands, 23,667.

An Appointed Tennessee Nonopist.

From the Adonestic Enterprise. I think we have got one of the best plot-masters in Stantonville that we ever have had. He is reasonable on his stamps; he offered me three stamps the other day for a nickel and if I would add one penny he would throw in a postal card. He is getting him the stamp trade in town. You know him, John Hoover. I paid a postmaster 10 cents once just for one stamp. So telling what he made clear on that stamp.

THE WATER POWER LAW.

Are National Parks and National Monuments Protected Properly?

TO THE SUN AND NEW YORK HERALD: In your editorial article of July 27 entitled "Our White Coal" you spoke approvingly of the Federal water power bill and said that it is believed that the bill adequately safeguards all rights, public and private. The bill contains some excellent provisions and with some changes may be useful, but is it not the fact that the great silent, patient American public, which accepts with little murmuring just about whatever Congress decides for it, has been badly treated in this matter?

The bill creates a commission which is empowered to issue to citizens of the United States or to corporations licenses for the purpose of constructing, operating and maintaining dams, water control structures, reservoirs, power projects, transmission lines or other power project works along and on navigable waters of the United States, or upon any part of the public lands and reservations of the United States.

Section 3 defines various terms used in the act and says "Reservations means national monuments, national parks, Indian and forest reservations. These reservations, among other public lands, are subject to the commission composed of the Secretary of War, the Secretary of the Interior and the Secretary of Agriculture. In other words the national parks and the national monuments are taken out of the hands of Congress and handed over to a commission to be treated as that commission may deem best.

National monuments were originally created in order to protect our national parks and the great natural wonders of our country. But this bill of rejection of the case did not appear to entail immediate trouble, for certain other Brooklyn Rapid Transit men, represented in a rival brotherhood, said in no sympathetic way that they were not in sympathy with the activities of the spokesmen.

Officers of the rival union trailed the Amalgamated men to Judge Mayer's chambers and openly ridiculed their strength behind them to engineer a strike. They went so far as to declare that the Amalgamated is held together only by intimidation and a few international officials who have made the men believe it necessary to do their bidding to avoid being "fired" by the B. R. T. They declared that if it came to a real test the bulk of the Amalgamated membership would desert the leaders.

Renew Strike Threat.

On the other hand the spokesmen for the Amalgamated renewed their threats to call a strike, and at a meeting last night at their headquarters in Brooklyn stirred up a hell-raising among a following numbering not more than 200 men which found expression in howls and catcalls at the mention of Mr. Garrison or Judge Mayer's name. "Shouts of 'Strike, strike, strike' were taken up and repeated, and one man shouted, 'Give the public twenty-four hours' notice.'"

But the Amalgamated did not intend to do this. The first and most obvious thing to be done to protect these pleasure grounds is to secure legislation which shall except the national parks and national monuments from the provisions of the power bill. They belong to the people and should be kept inviolate for the people's use. J. HOLBERT SMITH.

FIFTY-SIX AND FOUR.

Questions Raised by the League of Nations in Operation.

TO THE SUN AND NEW YORK HERALD: There are about sixty nations on the face of the earth, of which thirty are members of the League of Nations. Of the latter only four constitute the Supreme Council, namely England, France, Japan and Italy. These four dominate the other twenty-six.

Why should they? Who made them the arbiters of the destinies of the world? Who authorized them to impose their will on other nations? Are the nations in the league bound to obey these mandates? If not, pray what is a mandate?

If the United States were a member of this league would it not be bound to obey the mandates issued by the Supreme Council?

How long are England, France, Japan and Italy to continue to be the Big Four, but the Supreme Council? When and how can they be superseded?

Are Germany, Russia, Austria and Hungary to be permitted to join the league at some future time? If so, will any one of them or any other of the fifty-six nations of the earth have the right to membership in the Supreme Council and to take the place of some one of the Big Four?

We must not let the nations in the league and in the Supreme Council be split up into parties, who will align themselves into antagonism to each other?

We are told that if any nation undertakes to stir up war the other twenty-nine will overwhelm it.

Is it not much more likely that if any nation seeks war it will form alliances with others in sympathy with it, so that it will not be alone against the other thirty-nine? Will it be possible to see him in person Wednesday or Thursday, though they made no effort to explain what they thought of him or the Mayor could do. Officers of the rival organization, which consists of surface car men who were dissatisfied with the failure of the Amalgamated to obtain benefits for them, said that they intended to join the other side of the story to these officials. The rival brotherhood is strongly against a strike, they declared emphatically.

As a preliminary agreement was made not to expect any action on August 28 there is no possibility of a strike being attempted before then, so Amalgamated officials agreed. In a statement last night P. J. Sheen, a patrolman attached to the B. R. T. locals of the Amalgamated, alleged that no demands were being made for a closed shop, and that that the wage demands were paramount.

While Mayor Hylan wrote yesterday to John P. O'Brien, Corporation Counsel, complaining that the Manhattan and Queens Traction Company's strike was an effort to get more than a five cent fare, his municipal buses went to the rescue of Long Island commuters and carried them to their desired tracks and into Manhattan—for 19 cents.

This paradox caused indignation among many commuters and amusement among Public Service Commission officials, who proceeded with hearings which may result in an increased fare for the traction line. Alfred M. Barrett, Acting Commissioner, tried to learn from Mr. Baldwin Fertig, Assistant Corporation Counsel, how the city could be guilty of fighting the 10 cent fare for the trolley car and allowing it on the bus.

But Mr. Fertig admitted he would have to look it up before answering.

MAYER REFUSES TO TALK CLOSED SHOP

Judge Tells B. R. T. Workers It Is Useless to Listen to Their Demands.

BACKS UP RECEIVER

Strike Talk Revived, but Rival Unions Are Split Over Issues.

Judge Julius M. Mayer of the United States District Court, backing up his appointee, Lindley M. Garrison, receiver of the Brooklyn Rapid Transit, declined yesterday to treat with delegates of the Amalgamated Association of Street and Electric Railway Employees of America or to listen to their demands involving establishment of a closed shop.

Delegates of the discontented employees found themselves confronted at the end of the day with final repudiation of their cause, and without any prospect of carrying their demands forward save by recourse to a strike or some as yet undiscovered compromise. They propose to consult again to-day with Mayor Hylan, in the hope that he may be able to suggest a remedy. His suggestion to them yesterday was that they tell their tale of woe to Judge Mayer.

To Judge Mayer's chambers they were heard, and a letter wherein the Court made it even plainer than had Mr. Garrison that it was useless to talk about a closed shop, inasmuch as the Court could not control the Amalgamated men. But this flat rejection of their case did not appear to entail immediate trouble, for certain other Brooklyn Rapid Transit men, represented in a rival brotherhood, said in no sympathetic way that they were not in sympathy with the activities of the spokesmen.

Officers of the rival union trailed the Amalgamated men to Judge Mayer's chambers and openly ridiculed their strength behind them to engineer a strike. They went so far as to declare that the Amalgamated is held together only by intimidation and a few international officials who have made the men believe it necessary to do their bidding to avoid being "fired" by the B. R. T. They declared that if it came to a real test the bulk of the Amalgamated membership would desert the leaders.

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LOCAL WEATHER RECORDS.

Observations at United States Weather Bureau station, at P. M.